

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP00-00MS-00(005), Chatham OFFICE Program Delivery
 P.I. No. 550560-
 SR 204 Spur from Haneys Creek
 to CR 767/Ferguson Avenue DATE February 2, 2011

FROM Bobby K. Hilliard, P.E., State Program Delivery Engineer *B.K.*

TO Ron Wishon, State Project Review Engineer

SUBJECT **Value Engineering Implementation Revision Request**

This office requests a Value Engineering (VE) Study Implementation Revision on the above referenced project. The attached VE Implementation letter was approved on September 2, 2010.

This office requests to reverse the implementation of the following alternatives:

- Alternative RD-21 – Eliminate the indentation rumble strips in the section of roadway with rural outside shoulders (Old Whitefield Avenue to Ferguson Avenue)
- Alternative RD-22 – Eliminate the indentation rumble strips and use a 4'0" paved shoulder instead of a 6'6" paved shoulder in the section of roadway with rural outside shoulders (Old Whitefield Avenue to Ferguson Avenue)

Since this project is on a designated bicycle route, the Office of Design Policy and Support does not recommend elimination of the rumble strips or reducing the paved shoulder width from 6.5 feet to 4 feet. In the attached letter, Thomas and Hutton/Project Designer recommends reversing the above referenced alternatives which provided a total savings of \$91,938 and using the original typical section for the section of roadway with rural outside shoulders.

The Office of Design Policy and Support and the Office of Traffic Operations agree that approval to omit the rumble strips would need to be supported by a positive safety analysis using the Highway Safety Manual and have advised that it is unlikely that the safety analysis results will support Alternatives RD-21 and RD-22.

The Office of Design Policy and Support strongly encourages the use of a 6.5' paved shoulder detail with rumble strips for bicycle lanes and will not support deviation from this detail without a positive safety analysis supporting these VE Alternatives.

Therefore, this office recommends reversing VE Alternatives RD-21 and RD-22 and using the original typical section for the section of roadway with rural outside shoulders.

If you have any questions or need any additional information, please contact Michelle Wright, Project Manager, of this Office at (912) 271-7562.

Reversal of Alternative RD-21

Approved: Ronald E. Wishon Date 2/7/11
Ronald E. Wishon, State Project Review Engineer

Approved: Ben Buchan Date 2/7/11
Ben Buchan, P.E., Director of Engineering

Approved: Gerald M. Ross Date 2/8/2011
Gerald M. Ross, P.E., Chief Engineer

Approved: Rodney Barry Date 2/18/2011
for Rodney Barry, P.E., FHWA Division Administrator

Reversal of Alternative RD-22

Approved: Ronald E. Wishon Date 2/7/11
Ronald E. Wishon, State Project Review Engineer

Approved: Ben Buchan Date 2/7/11
Ben Buchan, P.E., Director of Engineering

Approved: Gerald M. Ross Date 2/8/2011
Gerald M. Ross, P.E., Chief Engineer

Approved: Rodney Barry Date 2/10/2011
for Rodney Barry, P.E., FHWA Division Administrator

BKH: SH: MW

Attachment: VE Implementation Letter
Thomas and Hutton Recommendation to Reverse Alternatives RD-21 and RD-22

THOMAS & HUTTON ENGINEERING CO.

50 PARK OF COMMERCE WAY
POST OFFICE BOX 2727
SAVANNAH, GEORGIA 31402-2727
TELEPHONE (912) 234-5300
FAX (912) 234-2950

January 18, 2011

Ms. Michelle Wright
Office of Program Delivery
Georgia Department of Transportation
One Georgia Center
600 West Peachtree Street NW, 27th Floor
Atlanta, Georgia 30308

Re: STP00-00MS-00(005), Chatham County
Whitefield Avenue/SR 204 Spur
Old Whitefield Avenue to Ferguson Avenue
P. I. No. 550560
Value Engineering Implementation Reversal
Request

Dear Ms. Wright:

Thomas & Hutton (T&H) would like to request a Value Engineering (VE) Study Implementation Revision on the above referenced project. The VE Implementation letter was approved on September 2, 2010.

T&H requests to reverse the implementation of the following alternatives:

- Alternative RD-21 - Eliminate the indentation rumble strips in the section of roadway with rural outside shoulders.
- Alternative RE-22 - Eliminate the indentation rumble strips and use a 4'-0" paved shoulder instead of a 6'-6" paved shoulder in the section of roadway with rural outside shoulders.

T&H recommends reversal of the above alternatives due to the following:

The Georgia Department of Transportation (GDOT) recommends that a 6.5 foot wide paved shoulder with a skip pattern rumble strip be used to accommodate bicycles in areas with a rural shoulder. This is currently a design "guideline," not a design "standard," so formal agency approval to deviate is not required. However, scrutiny by GDOT is warranted anytime a deviation from a guideline is proposed. If no bicycles are expected along the roadway, then the 4-foot paved shoulder would be appropriate. In this case, the project Need & Purpose proposes a designated "bike Lane" with proper signage and striping. Since this project will have a designated bike lane, the Office of Design Policy and Support strongly encourages the use of the 6.5-foot wide paved shoulder with skip pattern rumble strips. Additionally the Office of Design Policy and Support will not support the narrower shoulder and removal of the rumble strips without a positive safety analysis proving that the cost savings of \$90,000 is worth the risk of providing the narrower shoulder.

Ms. Michelle Wright
Office of Program Delivery
Georgia Department of Transportation
January 18, 2010
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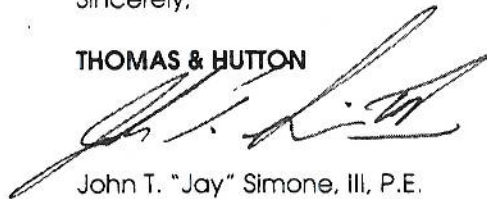
The Office of Design Policy and Support and the Office of Traffic Operations agree that approval to omit the rumble strips would need to be supported by a positive safety analysis using the Highway Safety Manual. It is known that 1/3 of runoff the road type crashes result in fatalities, and that rumble strips have a proven safety record in reducing runoff the road type crashes. Therefore, it is unlikely that the results of the safety analysis will support this VE recommendation.

Therefore, T&H recommends reversing VE Alternatives RD-21 and RD-22 and using the original typical section for this section of roadway with rural outside shoulders.

If you have any questions or require any additional information, please contact Jay Simone at (912) 234-5300.

Sincerely,

THOMAS & HUTTON

A handwritten signature in black ink, appearing to read "John T. Simone, III", is written over the printed name.

John T. "Jay" Simone, III, P.E.

JTS/sawr

cc: Leon Davenport, Chatham County